

# TONOPAH DAILY BONANZA

Published every evening, Sunday excepted, by the Tonopah Bonanza Printing Co., Incorporated.

MEMBER ASSOCIATED PRESS MEMBER NEVADA PRESS ASS'N

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Terms of Subscription by Mail for Daily Bonanza:  
 One Year ..... \$12.00  
 Six Months ..... \$7.00  
 Three Months ..... \$4.00  
 One Month ..... \$1.00  
 Delivered by Carrier, \$1.35 per Month.

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The Bonanza is kept on file at Dempsey & Stanley, Turk and Mason Streets, San Francisco.

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Entered at the postoffice at Tonopah as second class matter.

## BRINGING THE WAR HOME

THE only surprise about the raid of the German submarines on the Atlantic coast line is that it did not occur before. The only reason probably was the submarines found plenty to do across the water with their work cut along easier lines, with less resistance and more plunder. It is encouraging, however, to note that the navy is on the job and not caught napping as it may be reasonably inferred that the destroyers have been combing the South Atlantic for some time in search of the pirates of whose presence there could not be the slightest misgiving. Naturally, when a steamship captain reported having seen and fired on what appeared to be a periscope in the vicinity of Cape Henry, the navy department pretended to laugh at the suggestion as a figment of the imagination but, nevertheless, it appears the boys in blue got busy and the fact that they did not overtake or corner the trespassers on their domain is one of the evils of war. Havana received notice in due time of the presence of an enemy and that notice could have come only through official channels at Washington. The submarine scourge of the seas is not to be scoffed at regardless of its weakness, for such an enemy has every chance of escape in its favor. The undersea boat can easily elude a pursuer by diving when brought into close proximity to danger, whereas the surface craft can only keep going day and night ruthlessly searching for an enemy that may be resting placidly a few fathoms beneath the keel of the avenger.

It is a matter of extreme thankfulness that the submarines were found before they succeeded in plunging their steel shafts in the sides of one of our heavily laden transports, for it goes without saying that future operations on this side of the ocean will be conducted with greater circumspection. It means an extension of the convoy system and therefore a diminution in the passage of fleets that have been carrying tens of thousands into French waters. The heavy toll exacted is due to the fact that the submarines planted themselves in the lanes of commerce where the coasters abound and where few, if any, of the vessels, even of the larger class, are equipped with guns and naval defenders.

The raid is one of the penalties of war which we could not escape while remaining a belligerent people and we may be content with the comparatively small result achieved. A thousand times greater damage could have been inflicted had one of these cruiser submarines been equipped with collapsible hydro-airplanes of which Commodore Perry warned congress a year ago when he spoke of what might come to pass almost without any risk for an enemy. The famous Arctic hero who originated the Atlantic coast aerial defense repeatedly urged congress to make an appropriation for development of an air patrol that might be available in just such an emergency as this. The suggestions were received with that snug complacency which congress has shown for all volunteer war advice and the money was not forthcoming.

Some day Washington will wake up to the necessity for being up and doing instead of talking and emitting gaseous explosions that emulate the recalcitrance of the great Missouri mule.

Under present conditions the country will place its trust in the navy, knowing that the navy never indulges in idle threats or boasts before execution.

## ENCOURAGE HOME GUARDS

BOTH state and federal governments should do more to encourage citizens ineligible for the draft to join the home guards which are being organized in every state of the union. These men are earnest and sincere in their devotion to country and submit to military training with a clear idea of becoming useful agents of the administration. As they are at present constituted the home guard has to assume all the burden of equipping himself that he may be of service to his fellow citizens. The state should do something to lighten the obligation by furnishing both uniform and equipment for the sake of having a trained body of men available for a domestic emergency. It is patent to the most superficial observer that if there should be any disturbance within the limits of the state it would be unfair to add the responsibilities of the national government to the duty of extending police protection. The persistent presence of enemy aliens presents a most complex problem that may eventuate at any time in the necessity for having a well drilled and disciplined force capable of coping with the danger. Then the ever present contingency of an outbreak on our southern border, due to the activity of disaffected Mexicans, furnishes a most excellent argument for maintaining a state of preparedness that can only be attained with the assistance of the state and nation. The least recognition that can be extended to men enrolling themselves in the home guards would be to have material help. Such support would attract men to the organization who cannot afford to indulge in the luxury of buying uniforms or arms, but who would be perfectly willing to give their services and experience to the authorities in upholding the law.

## DELAY HAMPERS EFFICIENCY

THE water power bill, now being prepared by a house committee, and the general land-leasing bill are as essential war measures as even war appropriations, says The Manufacturer, for it is evident that preparation must be made for a long war, during which much development could be effected under those bills. The general leasing bill should result in great increase production of fuel and of phosphates for fertilizer, while the water power bill should cause much fuel to be saved and production of other commodities to be increased. It would economize railroad transportation and the labor employed in that service and in mining coal. It is to be hoped that congress can be brought to see the necessity for the passage of such measures already delayed some twelve years.

Profiteering is admitted by congress after that body had been actually driven in self defense to investigate charges brought by the daily press. It would have been a golden hour had the profiteers succeeded in gagging the press and shutting out disclosures which will bring the nation to effective suppression.

# AGONIES OF THIRST ENDURED BY VICTIMS OF GERMAN U-BOATS

LONDON, June 4.—The following cases, selected from the admiralty records, are further instances of the perils and hardships to which British seamen have been subjected by German U-boat warfare:

A British passenger steamer, carrying 77 passengers and a crew of 217, was torpedoed without warning 140 miles from land at 11 o'clock at night, and at once took a list to starboard. Her boats were lowered as quickly as possible, passengers and crew abandoning the ship while the Germans put a second torpedo into the vessel. The submarine then came to the surface, wished the boats' companies good night, and disappeared in the darkness. One of the lifeboats had been damaged while being lowered, owing to the jamming of ropes and the ship's big list. She was considerably damaged before getting clear, and every wave washed over her company, whose sufferings were deplorable. About two hours after leaving the ship a first-class passenger died from exposure, and his body was washed overboard. Then a woman died, but her daughter continued to support the dead body, thinking her mother was still alive. An hour later the daughter herself died. A colored sailor and a fireman then succumbed. A male passenger was now seen to be dead, and a woman who was his friend became hysterical, so they pretended that he had

fainted, and kept his body in the boat. Fifteen minutes afterwards a fireman lurched overboard and was drowned. The boat was picked up at 9 o'clock next morning.

Terrible sufferings were endured by some of the survivors from another British steamer, which had been torpedoed without warning 320 miles from land. The boat in question contained 31 people, including two women and a baby four months old. It was in charge of the steamer's first officer. The steamer was sunk on a Monday, and during that night the chief officer's boat lost touch with the others. At 10 a. m. on Tuesday the weather compelled them to take in all sails, and they lay to, keeping the boat head on to the enormous seas that were running. During the night they lost their sea anchor, and next day they lashed two oars together as a substitute. By Wednesday the chief had gone mad, and he died during the day. That night the storekeeper went mad and had to be lashed down; he died at noon on Thursday, and before night a third-class passenger had also died.

There were heavy squalls during Thursday night, but on Friday the weather moderated. Agonies of thirst were endured, and during that night an able-bodied seaman expired. On Saturday morning a fireman was found dead in the bottom of the boat and a pantry boy died in the

course of the day. They drifted with sail down through the night of Saturday, there being no stars to steer by. On Sunday a cattleman jumped overboard, his companions being too weak to rescue him. The last tot of water was served out, a mouthful apiece, after which they tried to collect a little moisture from occasional showers. Then they licked the oars and woodwork, but everything was saturated with salt. So, at last, they broke up their water breaker and licked the inside, which was saturated with moisture. On Sunday the deck boy died. They sighted land at 3 p. m. on Monday, but the weather prevented them from attempting to put in until Tuesday morning, when they were too weak to make the shore. However, a couple of fishing boats came to their assistance and towed them in. The linen-keeper died as he was being lifted ashore; two seamen who had gone mad had to be dragged from the boat, which they refused to leave. A trimmer died of gangrene a fortnight later in hospital where the baby also succumbed, after passing safely through all the horrors of the journey.

A steamer was shelled by a submarine and stopped. While the crew were abandoning ship five men were wounded by shell fire. The Germans came alongside the boats and questioned the master, but refused to supply any hint for the wounded men, and told the boats to clear off. The survivors were picked up after having been adrift for 28 hours.

Another steamer, after coming under fire from a submarine, signalled that she was stopping, but the German took no notice of the signal and continued his shelling. The crew abandoned ship, and when their boats had dropped half a mile astern of the steamer the submarine fired four shots at the chief engineer's boat, which was only missed by a very narrow margin.

While two men were coming down the falls of another steamer to join their comrades in one of the ship's boats, a German submarine, lying 200 yards away, discharged a torpedo at the ship. The torpedo struck the ship's side and exploded, killing both men in the falls, and must have been aimed with this object in view.

A steamer which was torpedoed without warning went down in five minutes. The submarine circled round the wreckage, and then made off. The survivors clung to the wreckage for six hours before being picked up, 64 men losing their lives and only 12 being saved.

## BANDIT STRONGHOLD MAY BE ADDED TO YELLOWSTONE NATIONAL PARK

(By Associated Press)

LIVINGSTONE, Mont., June 4.—A bandit stronghold may be added to the Yellowstone National Park. The Jackson Hole country—once the resort of bad men of every class—is the strip which it is proposed to attach to the reservation.

For 30 years, Jackson's Hole has played an important part in lurid literature as well as in sensational fact. Thousands of "wild west" stories have mentioned that bullet swept region, where criminals fled from posses and where a comparatively few men could hold a company of soldiers at bay.

Representative Mondell, of Wyoming, is fostering a measure to add about 60,000 acres of Wyoming public land south of the park to the Yellowstone reservation. There are very few homesteaders on this land and it is believed that their claims can be adjusted without difficulty.

The tract is as beautiful, it is said, as any part of the Yellowstone re-

servation and this is the leading reason for the desire to add it to the park. Lofly mountains, many of them covered with dense forests, rise from this land. Great prairies, which once were deserts, stretch for miles. Hundreds of striking buttes whose crannies furnished hiding places and fortifications for Indians, and robbers, and fugitives, dot the country.

Grand Teton mountain and Mount Moran are included in the proposed addition, but Jackson's Hole is probably the best known spot. Again and again, in pioneer days, Indians flashed into this depression and disappeared. Bad men learned the secrets of the hole and often they got there a few horse jumps ahead of their pursuers. As late as 1914, the crash echoed to the clatter of hoofs and the whine of bullets. On July 29, of that year two bandits held up 18 Yellowstone park coaches and after robbing more than 100 tourists, escaped to the hole. Soldiers searched and searched and found nothing.

## ODDIE WILL RUN FOR GOVERNOR

DECLARES HE IS IN FAVOR OF MAKING THE STATE DRY

Tasker L. Oddie, who served as governor from 1911 to 1915 and whose announcement as a Republican candidate for that office has been expected for some time, has definitely announced his candidacy. No formal announcement was made by ex-Governor Oddie, but in a brief statement made to a representative of the Gazette he said that he entered the race entertaining the highest regard for both his Democratic and Republican opponents and that he would make a clean fight for the governorship.

"I am in favor of doing everything possible to end the war quickly," he said this afternoon. "Nevada must make every effort to support the nation and her allies in defeating the military oppressors of the world, an effort I know to which she has determined to consecrate herself."

Commenting upon the bill now before the people intended to make Nevada a "dry" state ex-Governor Oddie emphatically declared himself to be in favor of its passage. He also declared that he favored the greatest possible economy and efficiency in the administration of the state government.—Reno Gazette.

## THE SHIDLER CASE

When the case of Al. Shidler, ex-deputy sheriff of Nye county, indicted on a charge of sedition, was called in federal court yesterday, Martin Scanlon, demurred on eight grounds. The matter was submitted without argument on seven points, which had been previously decided, but next Saturday was the date set for making arguments on the eighth point.—Carson News.

## NEVADA DOUGLAS FINANCING R. R.

Henry I. Moore, director of the Nevada-Douglas Consolidated, who has had its copper marketing in charge, states that the company now has on hand 2,250,000 pounds of the red metal not yet sold. Some advances have been made on this output, but not enough to pay the cost of its mining, hence the net profits from it are still unrealized.

It is officially expected to sell this copper within the next thirty days or as soon as the new price is fixed.

Efforts are being made to finance the floating debt of the Copper Belt railroad, amounting to about \$200,000. About \$130,000 of this floating debt is due to Nevada-Douglas itself, for money advanced to the railroad, of the stock of which the mining company owns 88 per cent.

Consummation of these two transactions should place the Nevada-Douglas properties in fine shape and give the company additional working capital. Meanwhile, smelter shipments have increased to an average of considerably above 325 tons of ore daily, which runs well over 3 1/4 per cent in copper contents.—Boston Copper News.

Dresses of cotton net are trimmed with embroidered organdie.

White silks and astins are very smart indeed for sports clothes.

## NEW TODAY

SURELY no share of blame for the High Cost of Living can be laid at the door of  
 FIREPROOF  
**HOTEL SUTTER**  
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The Vegas Way

The Vegas Way

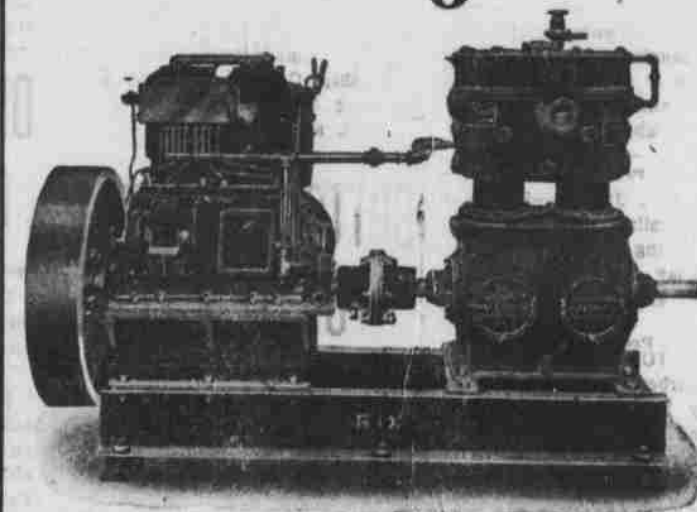
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